

SPRING 2015

NORTH SIDE STATION, MPLS. STREET RY.



CAR YARD NORTH SIDE STATION

PHOTO BY
E. J. ...

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P. O. Box 16509
Minneapolis, MN 55416-0509
(952) 922-1096
www.trolleyride.org

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Aaron Isaacs, Editor
3816 Vincent Avenue South
Minneapolis, MN 55410
612-929-7066
aaronmona@aol.com

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Corrections and new info

Russ Olson points out that the
Grand Rapids car on page 17 of the
Winter 2015 issue isn't the Lightweight
Noiseless car. It's the competing
demonstrator provided by St. Louis
Car Company, which won the contract
to build the Grand Rapids cars.

Belated Centennials

Later this year Twin City Lines will
cover the centennial of streetcar 265, as
well as some other 100-year anniver-
saries. Centennials should be com-
memorated, so this issue will catch up
on three that happened in 2014--the
construction of North Side Station, the
opening of three crosstown lines,
the Inter-campus trolley and the
Minnesota Northwestern Electric
Railway.

North Side Station

-Aaron Isaacs

North Side opened on October 14,
1914. It was the last of four modern,
fireproof stations that completed the
third generation of TCRT carbarns.
Although the streetcar system was
growing rapidly, the number of facili-
ties actually declined because they
were built to much larger capacity.
Horsecars were slow and their range
was limited, requiring a large number
of small facilities. There were 19 horse
car barns, plus the Selby Cable Car
barn, East 7th Street cable car barn and
the Motor Line's 31st and Nicollet
roundhouse, a total of 22 pre-electrifi-
cation facilities.

Ten of these carried over into the
electric car era:

St. Paul
Smith Avenue
Rice Street

Selby cable car house at Selby &
Dale Street, electrified 1898

East 7th Street cable car house at
Duluth Street, electrified 1893

Minneapolis

19th Avenue N. at 19th Ave. N. &
Washington

3rd Avenue N. at 2nd Street

Lyndale at 28th & Dupont Ave. S.

Minnehaha at 27th Ave. S. and 26th
Street

Motor Line roundhouse

In addition, new carhouses were
built. Included were:

1891 Midway Station at Raymond &
University

1891 East Minneapolis Station at 1st
Avenue NE & University

1891 31st Street Station added to the
Motor Line site at 31st & Nicollet

1891 Bloomington Station at 32nd &
Bloomington

The use of some of the old horse car
barns was a temporary expedient that
didn't last long. By 1905 TCRT was
down to seven active carhouses,
including the small Owen Street car-
house in Stillwater, opened in 1899.

Streetcars and wood framed car-
houses were notoriously flammable.
TCRT decided to replace all but East
Side Station with new fireproof build-
ings built to a standard design.

The first was Snelling Station,
opened in 1907, replacing Midway,
Selby Avenue and Smith Avenue car-
houses. Alongside it was Snelling
Shops, which took over car construc-
tion and heavy repairs. That permitted
the closure of 31st Street Shops, which
in turn made room for 31st Street
Station and much of the old Motor
Line roundhouse to be replaced in
1912 by Nicollet Station.

East 7th Street Station was replaced
by Duluth Station on the same site

about 1910-12.

Lake Street Station opened in late
1910, replacing the smaller nearby
Bloomington Station.

North Side Station was the last,
opening on October 25, 1914. It didn't
replace any old facilities, but instead
accommodated system expansion.
Like the other new stations, it was real-
ly a shop and office building next to an
open storage yard. The shop could
house 36 cars, with 112 in the yard, for
a total capacity of 148. As such it was
actually the smallest of the
Minneapolis Stations.

When North Side opened, these
lines were transferred from other sta-
tions:

Broadway-20th from East Side

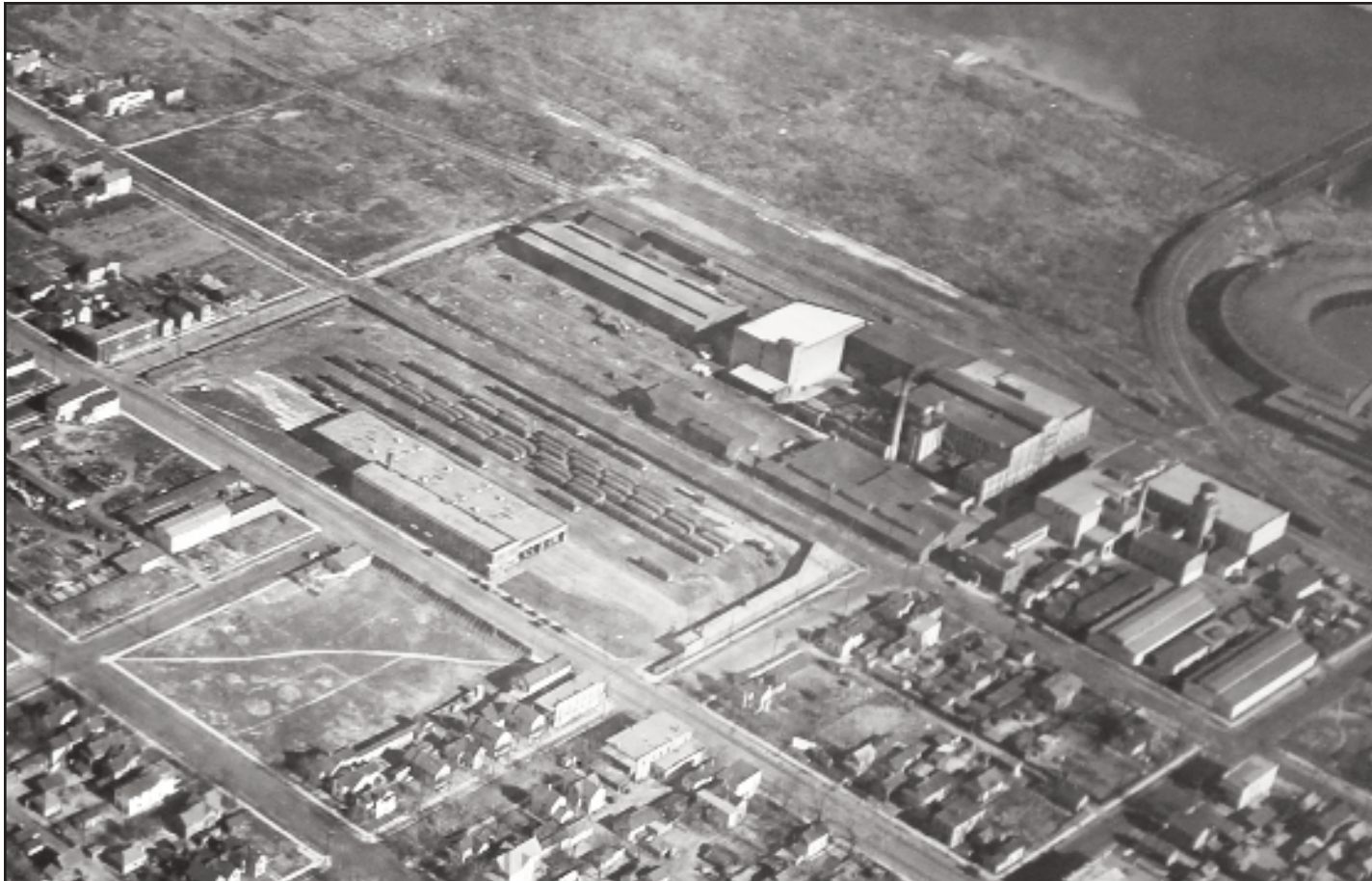
Lake Nokomis-Camden from Lake
Street

8th Ave. S. (later renamed Chicago)-
Emerson, 8th Ave. S.-Fremont and 8th
Ave. S.-20th Ave. N. from Lake Street

Lines moved around somewhat
over the years, but North Side's
assignments stayed pretty consistent.
The station was dominated by the
Chicago-Penn-Fremont line, which it
ran exclusively. In 1947 this single line
required 75 streetcars in the PM peak,
82 percent of North Side's complement
of 92 PM peak cars. The rest were
spread among the Broadway
Crosstown, 28th Ave. S.-Robbinsdale,
34th Ave. S.-N. Washington and
Interurban extras.

Not wanting to spend any more
than it had to on destination signs,
TCRT customized them for each sta-
tion. In addition to the lines listed
above, North Side cars carried
Excelsior Excursion signs (extra cars
added to the Lake Minnetonka line), as
well as signs for Glenwood Avenue,
Fort Snelling and Minnehaha Falls.

38 percent of North Side's cars
stayed in service through the midday,
the lowest percentage of any of the sta-



This aerial photo of North Side was taken in 1929 by the Minneapolis Public Schools. Note the Omaha Road roundhouse at right. Minnesota Historical Society collection.

tions, although not by much. 27 percent ran until at least 8 PM and there were only 3 "owl" cars that stayed out all night.

Excerpts from Bus & Trolley News

From article on North Side's 23rd anniversary in 1937.

Many of the older men recall when the company was dickering for property on the North Side on which to build a station. They had several in view, but finally selected the present one. An old slab mill formerly occupied this site and many trainmen remember the piles of slabs which were piled high in this yard.

Luther Bakken, the present Minneapolis Superintendent, was the timekeeper. At

that time the trainmen's time was kept at each station by a man designated for that particular job. Later the company moved that branch to their main office at 11th and Hennepin.

Our old departed friend, Fred Develin, was also working in the office (at North Side). He was later transferred to the money wagon and late in the year 1925 he shot it out with a holdup gang and was seriously wounded. He never recovered from his wounds and died Feb. 19, 1926. The gangsters were later captured and are serving life imprisonment at Stillwater.

At the present time there are 48 men left out of the 307 men who transferred here on opening day. There are 179 active train-

men on the payroll at the present time.

Thirty-eight men have died in the service since the station opened.

When the U. S. entered the World War, fifty-four men from this station answered the call. Only one casualty was recorded.

For a while in 1918 and 1919 part of the station was used as a bus garage. There were buses operating on Lyndale, Emerson and Penn Ave. No. The street car company bought them out, ran them for a while, then pulled them off altogether. Several of the bus drivers then started to work on the street cars.

Dec 1939

Then when the North Side Station was built we had a Concert right at the North

Side Club Rooms, when the Lake Street Orchestra won first prize and the East Side Station Band won second prize?

North Side had one disadvantage experienced by none of the other stations, lack of direct streetcar service between the station and the major relief point of Broadway and Emerson Avenue on the Chicago-Penn-Fremont line. Because the streetcars stayed in service all day, crews had to be changed out. North Washington Avenue cars made relief right at North Side Station. Broadway Crosstown crews rode the North Washington cars the four blocks down to Broadway and Washington or walked it. But making relief at Broadway and Emerson took either two streetcars, or meant walking partway. This excerpt from Bus & Trolley News commented on it humorously.

Nov. 1945

North Side Station

Apparently trainmen from North Side Station making relief on Broadway couldn't count on scheduled service to get them there on time and set out on foot.

Beginning at 9 o'clock in the evening, the residents in the vicinity of Broadway and Emerson and Broadway and Washington fear to venture out of their houses. It seems there is a lot of running for street cars and it would be fatal indeed if they happened to be in the way of one of the conductors. This situation could be remedied by the installation of a dummy car to carry the people to the station from the relief point And then there are these last minute guys in the station, when they start to run for their cars, you better flatten up against the wall or whatever is at

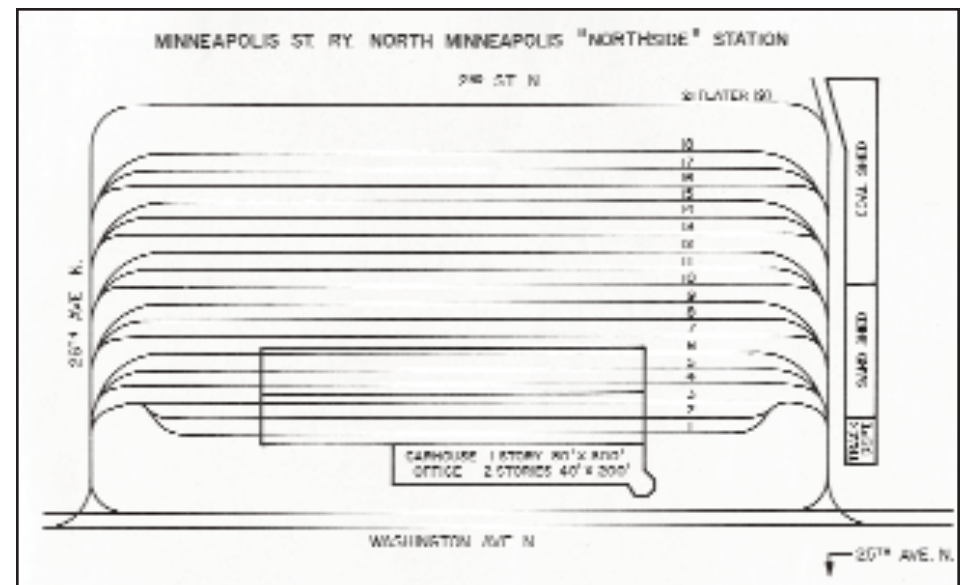
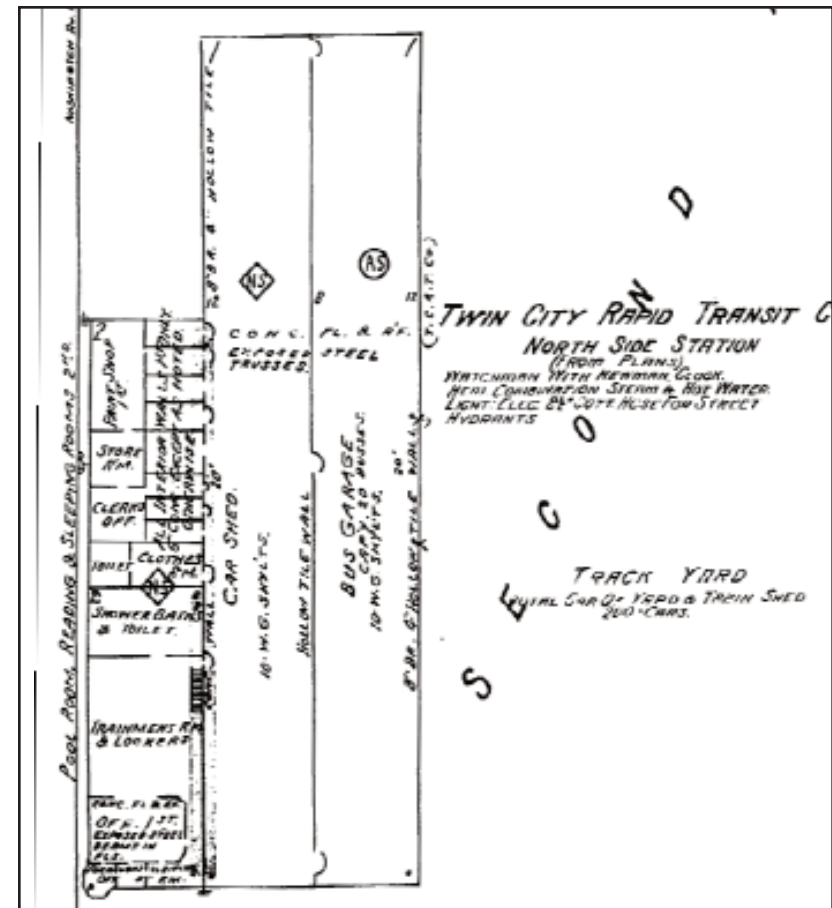


Above and below: The North Side storage yard in the 1920s.



Above right: A plan view of North Side Station.

Below right: The North Side track layout.





Above: The trainman's room. Posted behind the seated trainmen are all the individual run assignments.
Below: Upstairs in the club rooms. There was a barber and a reading room.



hand, because if they knock you down once, you're a goner.

Of the four carhouses built to the standard design, North Side is the last one standing. Snelling Station and Lake Street Station were immediately torn down after the conversion to buses. Nicollet Station and North Side Station were both converted to large bus garages with the addition of bus bays that covered most of both sites. The second floor of Nicollet Garage became the Twin City Lines administrative office after the 11th and Hennepin office building was torn down. Nicollet was replaced by the



Above: Every station had a dormitory where trainmen who worked a night run followed by a morning run could sleep.

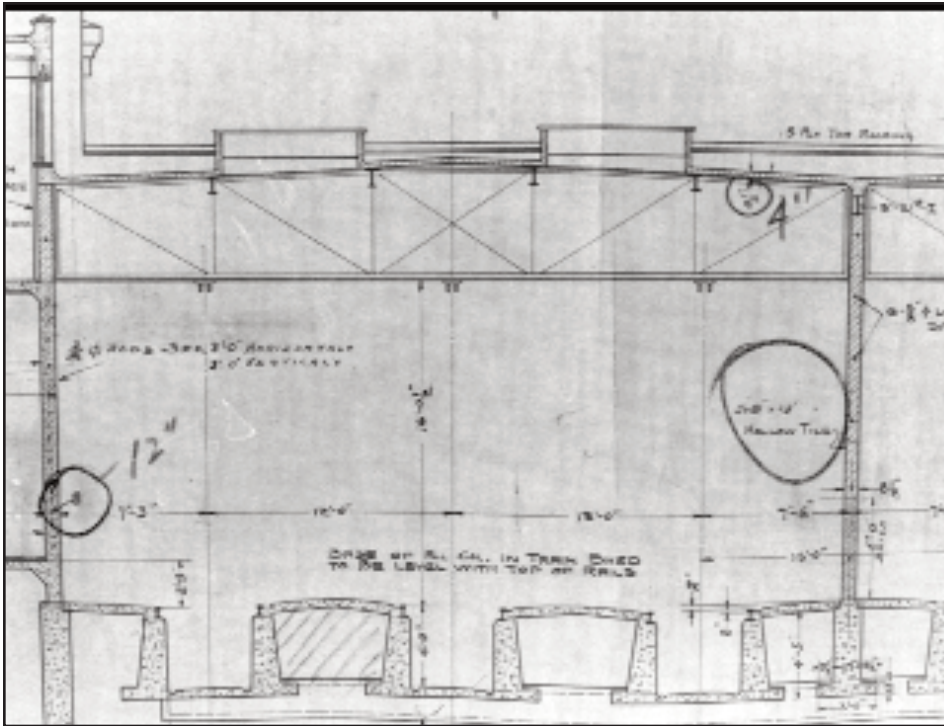
Below: Commercial photographers showed up at the stations regularly to take and sell photos. The group photo on the station steps was taken in 1916.



present garage on the same site about 1980.

North Side was notorious for its unpaved bus bays that turned to mud when it rained. After MTC took over, it actually issued overshoes to all North Side drivers. A few years later the bays were paved, but North Side was a very tired facility, with a shop that was undersized and poorly equipped for the number of buses it had to maintain.

North Side was replaced by the Fred T. Heywood garage and office complex at 7th Street and Olson Highway in 1984. The building was sold and survives today, subdivided into warehouse and commercial space. This year the City of Minneapolis recognized its status as an historic structure by conducting a study of the building that documents it for the future.



Above: The cross-section plan view of the shop area, showing the track pits. Right: Inside the shop area.



Left: The ash loading area in the station's north yard.
Above right: A shop man with one of the ex-Stillwater lightweights. St. Paul Pioneer Press photo.





Above: A pullout passes the coal and sand sheds on the south end of the storage yard. Norman Rolfe photo.
 Right: Exiting the yard onto Washington Avenue N. Robert Selle photo.



Left: A pullin leaves Washington Avenue and enters the north end of the storage yard. Robert Selle photo.

1914--Year of the Crosstowns

Most TCRT lines radiated from one of the two downtowns. Trip patterns weren't dispersed as they are today. The downtowns were the destination for most retail, employment, medical, government and entertainment trips.

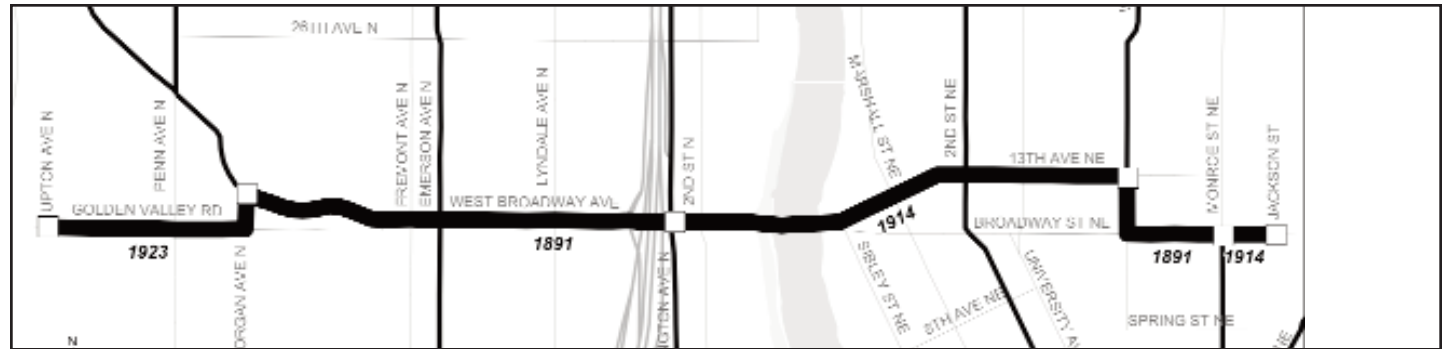
Even so, there was a demand for travel that stayed on one side of town. To be sure, all those trips could be served via a transfer in downtown, but that was circuitous and time-consuming. For example, a trip from Lake and Chicago to Lake and Hennepin via downtown took about 45 minutes, compared to only 20 minutes on the direct Lake Street line. The public and the city governments demanded more direct service to shorten these trips.

The answer was to build crosstown lines at right angles to the downtown oriented lines. If they ran frequently enough, thereby minimizing transfer waits, the result was a dramatic increase in mobility.

The first crosstown, the Selby-Lake in 1905, was actually a two-fer, because Minneapolis and St. Paul are at right angles to each other. It was the extension of an established line radiating west from downtown St. Paul across south Minneapolis, where it crossed all 13 north-south lines.

The first real crosstown--meaning it didn't go downtown at all--opened later in 1905 on Snelling Avenue. It initially linked Grand Avenue on the south with Como Avenue on the north, connecting with five downtown-oriented lines. Later it was extended on both the north and south ends, adding connections to the St. Clair and Randolph lines.

The Broadway bridge in 1948. St. Paul Pioneer Press photo, Minnesota Historical Society collection.



Neighborhood commercial centers quickly developed at the transfer points where people could shop while changing cars. Ridership improved because the crosstowns opened up more destinations that could be served by the downtown-oriented lines. It was a win for cities and a win for TCRT.

We don't know if it was city pressure or TCRT taking the initiative, but three more crosstowns opened in 1914. That looks like a conscious planning decision, not a coincidence.

Broadway

The Broadway Crosstown opened June 27, 1914. It was created by connecting two existing pieces of track in north and northeast Minneapolis with new track that crossed the Mississippi River. The existing track was part of the Robbinsdale and Penn-Fremont lines on Broadway from Washington to Emerson Avenues North. In northeast Minneapolis, the Crosstown shared about a half mile of the Monroe line from 13th and Washington Street NE to Broadway and Monroe.

New trackage was built on the east end on Broadway from Monroe to Jackson Street. It stopped a block short of Central Avenue and Broadway, because that intersection was elevated over railroad tracks on a bridge. Passengers had to walk the last block to transfer.

The new line tied the Central, Monroe, 2nd Street NE, Camden, Robbinsdale and Penn-Fremont lines together. A year later it also connected with the newly built Minneapolis, Anoka & Cuyuna Range, which used the 2nd Street NE line to reach downtown Minneapolis.

The Broadway bridge over the Mississippi River emptied into 13th Avenue NE, rather than Broadway



Above left: A westbound car on Golden Valley Road prepares to back into the Upton Avenue wye.

Above right: A car on the Upton wye facing north.

Below: An eastbound car descends the Golden Valley Road hill at Thomas Avenue.







Left: Five streetcar lines passed through the Broadway and Emerson intersection and a starter was stationed there. The camera is looking east across Emerson. Norton & Peel photo, Minnesota Historical Society collection.

Above: Broadway is closed in 1950 at 2nd Street N. for the rebuilding of the Mississippi River bridge. Star-Tribune photo, Minnesota Historical Society collection.

Above right: The Minnesota Railfans Assn. chartered light-weight #4 for a last fan trip over the Broadway bridge.

Right: Before rebuilding, the east end of the bridge emptied into 13th Avenue NE. Bill Janssen photo.





Above: These two views look east on 13th Ave. NE as the line passes through the Grain Belt Brewery complex. Note the freight train crossing on the Northern Pacific spur to Scherer Brothers Lumber. Below left: Passing Logan Park on Broadway just west of Monroe, the Crosstown shares the track with the Monroe line. Bill Olsen photo. Below right: The MRA excursion reaches the east end of the line at Jackson Street, where a regular car lays over on the ramp up to Central Avenue. Ed Nelson photo.



itself, so the line ran parallel to Broadway one block north from the river to the connection with the Monroe line at Washington Street NE.

Initially the line ended at Broadway and Emerson. In 1923, it was extended over existing tracks of the Penn Avenue and Robbinsdale lines to Morgan Avenue. There it turned south

for a short block to 19th Avenue N., now called Golden Valley Road, where it turned west for almost a mile to a wye at Upton Avenue.

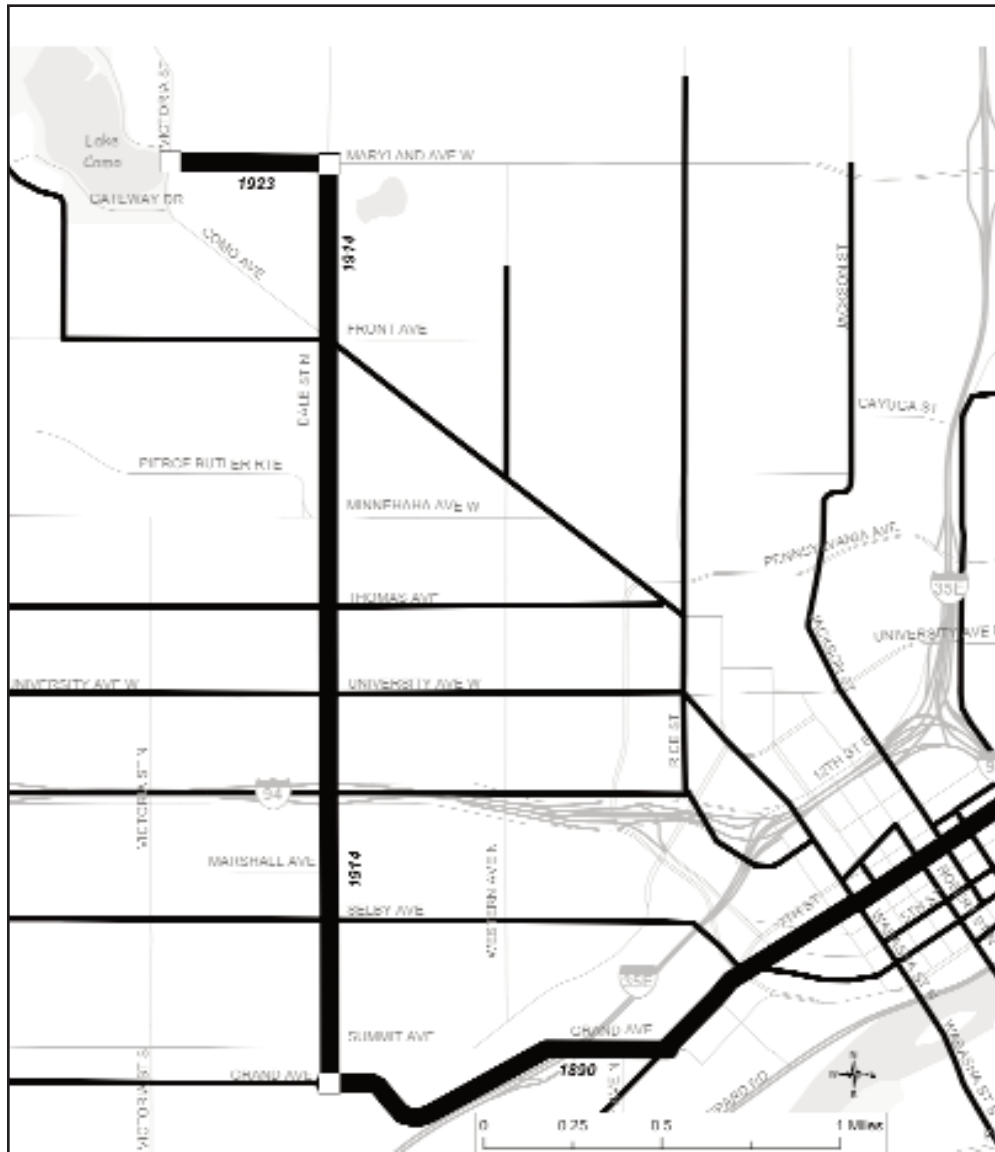
The Broadway line was always one of the more lightly traveled in the system.

Dale Street

On October 3, 1914, a new crosstown opened on Dale Street from Grand Avenue on the south to Maryland Avenue on the north. It connected the Grand Avenue, Selby-Lake, Rondo, Interurban, Hamline-Cherokee and Como-Harriet lines.

Being only 1.5 miles from downtown St. Paul, TCRT turned the Dale

The Dale Street line terminated on Maryland Avenue, across the street from the east shore of Como Lake. The lower photo looks east at the wye and the single track leading east toward Dale Street..





Above: Looking north on Dale at University Avenue. The switch at left was used by pullouts from Snelling Station.

Below: In 1951 an August thunderstorm has submerged Dale Street at Ashland Avenue. St. Paul Pioneer Press photo, both Minnesota Historical Society collection.



Street line into a downtown route, by sharing existing track with the Grand Avenue line.

Like the Broadway, Dale Street was extended in 1923, half a mile west on Maryland Avenue to Lake Como.

Because it ended downtown, Dale Street became a through route to the East Side of St. Paul, combined with the Phalen Park line from 1915 to 1948.

Franklin Avenue

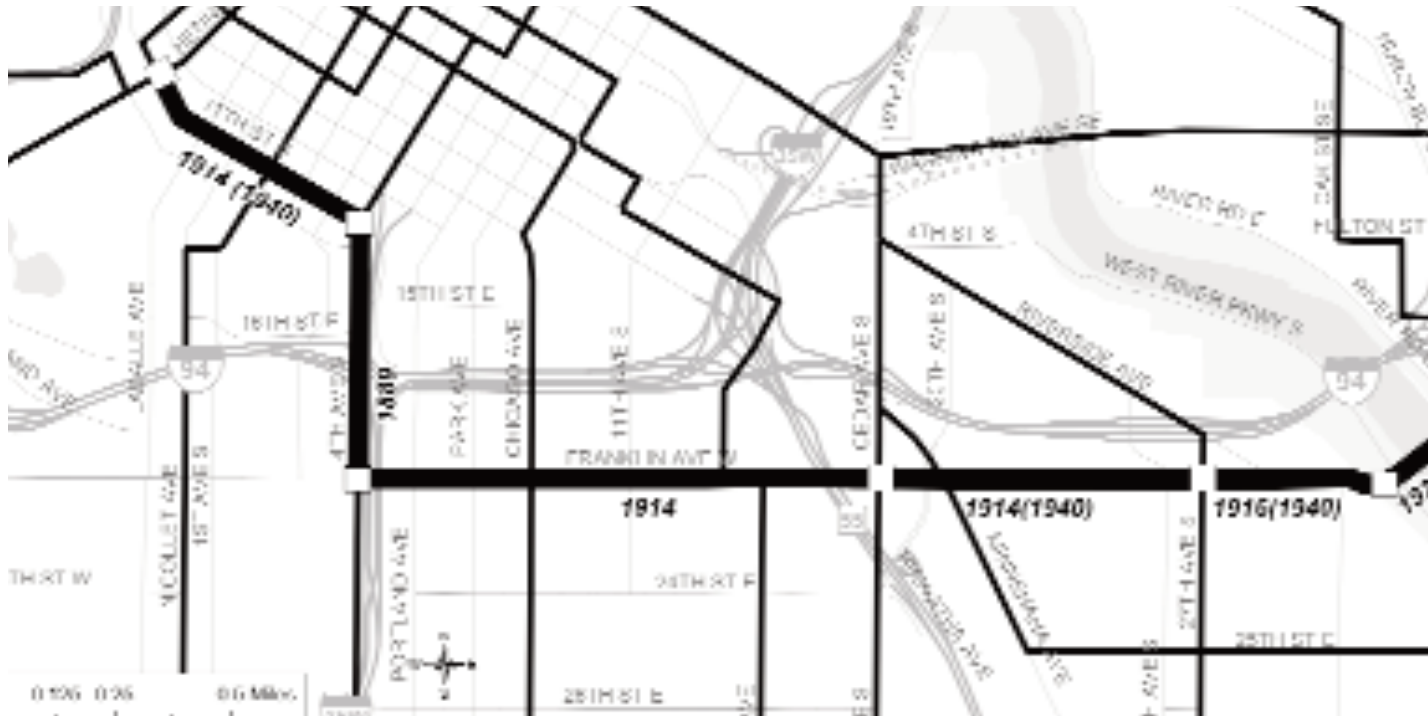
Franklin Avenue parallels Lake Street across south Minneapolis. With more apartments, it appeared to be an obvious street for a crosstown, and its implementation closely resembled the Dale Street line that opened less than a month earlier. Both lines were located about 1.5 mile from downtown. Both turned 90 degrees at one end to terminate downtown.

Therein lies a small mystery. The Franklin line followed Franklin Avenue across south Minneapolis, crossing the Minnehaha, East 25th Street, 28th Avenue, 34th Avenue, Bloomington, Chicago and 4th Avenue lines. Then, rather than continuing west on Franklin, it turned north toward downtown, using the tracks of the 4th Avenue line.

By leaving Franklin, it missed transfer points with the Nicollet, Grand, Bryant, Como-Harriet, Oak-Harriet, Lake Minnetonka and St. Louis Park lines.

Unlike the Dale Street line, which penetrated the heart of downtown St. Paul, the Franklin line skirted the western edge of downtown on 11th Street. The only reason I can think of for choosing this rather indirect connection was that it added connections to the Kenwood and Bryn Mawr lines. That wouldn't have happened had it been extended west on Franklin.

When the line opened in 1914 it



extended east only as far as 27th Avenue S. It was extended to West River Parkway in 1916 and across the Franklin Avenue bridge to 27th and Yale SE in 1924. There it met the Oak Street line, opening up another neighborhood-to-neighborhood transfer point, although one that was probably little used.

Crosstown buses

No more new crosstown streetcar lines were built. Recognizing that any additional crosstowns would be lightly patronized, TCRT decided to do them with buses. The 38th Street crosstown bus appeared in 1926, as did the Lowry Avenue crosstown.

The final new crosstown was

Left: The ex-Stillwater lightweights were used on Franklin.

Below: The line terminated at 11th Street (at right) and Hennepin, where it met the Bryn Mawr, Bryant-Johnson, Como-Oak-Harriet, Kenwood, St. Louis Park and





Above: Sometime shortly after the line's 1914 opening, this view looks east on Franklin across the intersection of Cedar Avenue, which was bisected by the Milwaukee Road from the downtown depot.

Below: It's 1951, 10 years after abandonment, yet it's obvious where the tracks used to curve onto the Franklin bridge. Star-Tribune photo, both



Above: Franklin at 24th Avenue E. Minnesota Historical Society collection.

Below: From 1924 to 1940, the Franklin line met the Oak Street line at this wye at 27th Avenue SE and Yale Street. Robert Selle photo.



Cleveland Avenue in St. Paul, a new bus that first appeared in 1937.

Minnesota Northwestern Electric Railway

Most MSM members have probably heard about Minnesota's two interurbans that never electrified, the Dan Patch Line and the Luce Line. But there was a third line, the Minnesota Northwestern Electric. It built 18.5 miles from Thief River Falls straight east to Goodridge, population 300 at the time, but only 130 today.

The railroad's real goal was International Falls, 150 miles east of Thief River Falls. However, this would have required many miles through peat bogs and other wetlands, so the

line never extended beyond Goodridge.

Like the Dan Patch and Luce Line, it went to General Electric and purchased a single round-nosed 200 hp gas-electric railcar, numbered 101. Operations began October 14, 1914.

Less than five months later, the line was acquired by the Soo Line, which had its division headquarters in Thief River Falls. The MNW used the Soo depot.

The schedule initially called for three daily round trips. That spread out the freight sufficiently that the gas-electric also served as the line's locomotive. By 1919 this was trimmed back to twice a day. The morning trip into Thief River was for passengers only, as was the afternoon trip back to

Goodridge. The mixed trains with their slower schedule traveled to Goodridge in the morning and back to Thief River in the afternoon, when there was less passenger demand.

The interurban idea was reflected in the timetable, which showed station stops every mile along the line, corresponding to the location of the evenly spaced township roads. Steam railroads simply didn't do that.

Always a marginal operation, the last trip ran on March 15, 1940.

In its June 14, 1919 issue, the Electric Railway Journal profiled the MNW. The story focused on the line's success hauling both passengers and freight with only the gas-electric--no steam engines and no backup power.

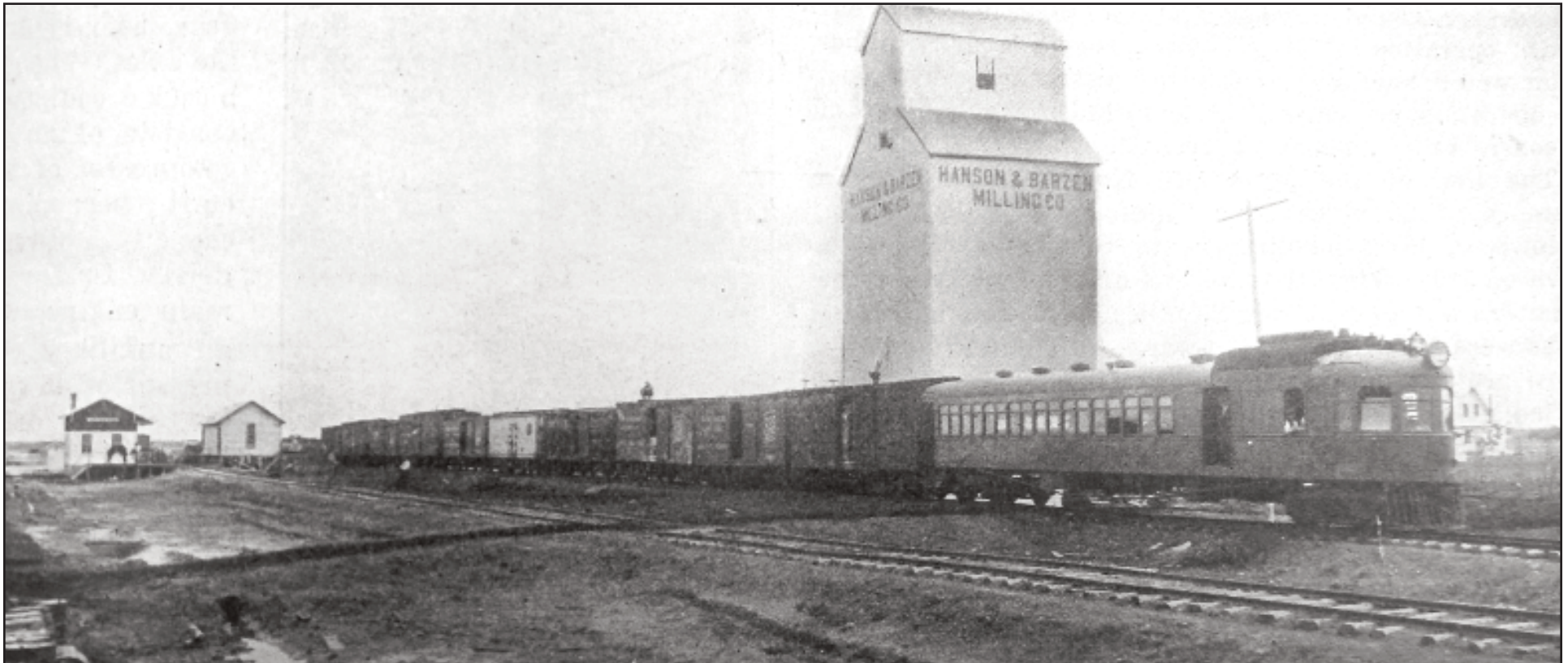
Here are some excerpts from the

article.

The Minnesota Northwestern Electric Railway has been operated since August 1914 by means of a gas-electric self-propelled motor car. One car of the type has successfully handled all of the business. The data shown are an average for four years' operation.

All of the business obtained along the line is from agricultural products or products manufactured for consumption in the district. The line runs through open prairie country, so that the grade was made entirely by means of side borrow work. The bor-

Reproduced from the 1919 Electric Railway Journal, car 101 prepares to pull 11 boxcars away from Goodridge. Only the car's front truck was powered, generating 200 hp, not much for a train this size.



row pits were made continuous in the form of ditches for thoroughly draining the right of way.

The roadbed consists of 72 lb. per yard steel rails laid on 6 in. x 8 in. tamarack ties. The line is gravel ballasted practically the entire length.

At the present time two trains daily in each direction are operated, one being a passenger train and one a mixed train. The

running time of the passenger trains is 50 minutes and the mixed trains 60 minutes. There are three regular stations in the 20 miles, although stops for passengers are made at each mile, on signal.

The crew consists of one engineer and one conductor, who do all the work necessary to the handling of the mail, express and freight business. In addition to the

regular work of collecting fares and tickets.

The tables that accompanied the article show that the MNW's freight traffic was low enough that the gas-electric, with its limited horsepower, could still handle the loads. In fact, such a low-volume railroad might not have been viable has it depended on steam power, because it would have

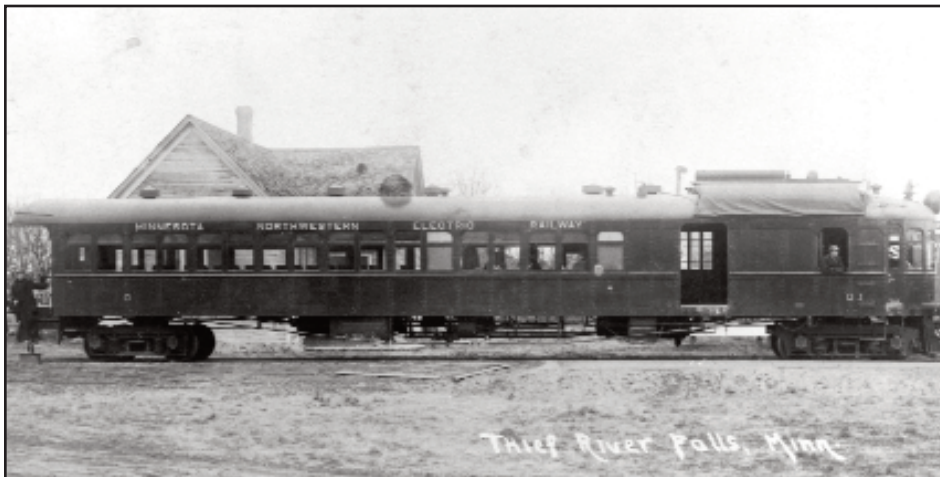
required a larger crew of three for the passenger train and probably four for the mixed train. In addition, steam locomotives were simply more expensive to run and maintain.

MSM's Dave French checked out the line and reported:, "The depot in Goodridge is still standing. It looked to me like it might have been moved from the ROW because it sits on blocks



Above: This looks like an inaugural run for the line's opening in 1914.

Below: A postcard view, often seen hand colored with the car in maroon.



Dave French took these photos of the still standing Goodridge depot, and a typical view of the straight, flat right of way, abandoned since 1940.



though the ROW was just about invisible in town. The second is a shot of the ROW outside of town much of which is remarkably intact due to it being used as a snowmobile/ATV trail. This is an unpopulated and remote area. There's not much in Goodridge and I don't think there are many buildings remaining from the

M&NW days. Silverton Township doesn't appear to have any visible town if there was one. There is a little remainder of a town in Mavie. I can

These tables appeared in the 1919 Electric Railway Journal article.

Performance of Motor car 101 in mixed passenger and freight service

Total train tonnage	Schedule speed mph	Schedule speed, no stops
52	32.0	49
100	26.0	40
150	22.0	30
200	16.0	20
250	14.0	17
300	12.0	15

Note: Each loaded car weighed about 50 tons. Periods not to exceed 15 minutes. This car will pull a maximum train load of 500 tons or 10 cars.

This table is based on actual conditions on this line. It assumes stops of 5 every 5 miles and level track.

Operating results of the Minnesota Northwestern

Year	1915	1916	1917	1918	Total
Motor car miles	36,363	32,633	26,893	26,612	122,501
Number freight cars hauled	1610	1268	1456	1864	6198
Passengers carried	36,045	31,243	24,605	31,596	104,916

Data regarding service and operating delays

Year	1915	1916	1917	1918	Total
Days in service	323	318	312	314	
Days out of service	6	0	8	0	14
Hours in service					
Delays due to equipment failure	3	2	1	1	7
Duration of delays in hours	4	3	1	2	10

GENERAL INFORMATION— Continued

LOST ARTICLES. Passengers who have lost articles on trains or in depots will notify the General Office nearest agent. Every possible effort will be made to locate lost articles. Passengers finding articles on cars will please turn them over to conductor who will forward them to General Office.

BAGGAGE REGULATIONS. Personal baggage, when not exceeding 100 pounds in weight, 42 inches in any dimension, and \$100.00 in value, will be checked to and from all stations on this line upon presentation of one full passage ticket. Baggage in excess of 150 pounds will be charged for in accordance with tariffs. No single piece of baggage in excess of 250 pounds will be accepted. Baggage exceeding 30 inches in any dimension will be charged the same rate per inch except on for-3 pounds over weight. The Bill of Lading upon any baggage checked on one adult ticket shall be deemed and agreed to be \$100.00, unless a higher value is declared and charges paid on the higher valuation at time of checking baggage. This company will not accept for transportation baggage declared to exceed \$2,000.00 in value. If passenger declares a higher valuation at time of checking than \$100.00, an additional charge of ten (10) cents for each \$100.00 in excess of this amount will be charged. The minimum charge being ten (10) cents.

STORAGE CHARGES. Storage charges at the rate of 25 cents for the first 24 hours and ten (10) cents for each 24 hours thereafter are made on all baggage on hand after 24 hours.

Baggage checked to points at which there is no agent must be claimed at the baggage car by owner immediately upon reaching station.

DOGS. Dogs not exceeding \$25.00 in value, when muzzled and provided with collar and chain, or in crates, and accompanied by owner or caretaker, will be checked and transported in baggage cars and charges made at regular excess baggage rates for gross weight, with a minimum charge same as for 200 pounds canine weight.

For rates and arrangements for extra service or for private cars address General Manager, Thief River Falls.

Minnesota Northwestern Electric Railway

Time Table No. 6

Effective August 1, 1931

Issued by
W. R. PATTERSON
General Manager

TABLE NO. 1

ALL TRAINS RUN DAILY—EXCEPT SUNDAY

EAST BOUND (Read Down)			WEST BOUND (Read Up)		
Train No. 3	Train No. 1	Miles	STATIONS	Miles	Train No. 2 Train No. 4
8:30 p. m.	7:50 a. m.	0.0	THREE RIVER FALLS	18.8	9:40 a. m. 5:45 p. m.
8:40	7:43	4.2	STOP No. 4	14.1	9:25 5:30
8:52	7:45	5.1	STOP No. 5	13.2	9:22 5:18
9:45	7:50	6.1	SILVERTON	12.2	9:20 5:15
9:47	7:55	7.1	STOP No. 6	11.2	9:17 5:12
9:59	7:56	8.1	STOP No. 7	10.2	9:15 5:00
10:01	7:59	9.1	STOP No. 8	9.2	9:12 5:07
10:04	8:02	10.1	STOP No. 9	8.2	9:10 5:04
10:07	8:05	11.1	STOP No. 10	7.2	9:07 5:02
10:00	8:10	12.1	MAVIE	6.2	9:05 5:00
10:02	8:12	13.1	STOP No. 11	5.2	9:02 4:55
10:04	8:15	14.1	STOP No. 12	4.2	9:00 4:52
10:07	8:17	15.1	STOP No. 13	3.2	8:57 4:49
10:09	8:20	16.1	STOP No. 14	2.2	8:55 4:46
10:11	8:22	17.1	STOP No. 15	1.2	8:52 4:43
10:20	8:30	18.3	GOODRIDGE	0.0	8:50 4:40

The Gopher

Inter-Campus Trolley

A Recent Project

THE advent of a street car line connecting the two campuses was not enthusiastically welcomed by many, whose aesthetic senses were offended by the idea of a commonplace street car within the sacred bounds of our campus. The economic factor that produced it, however, is an undeniable justification of its existence. This factor was the excessive cost of transportation by team of all the coal and building materials that were needed by the Agricultural School, and freight connection was the only solution of the problem of offsetting this waste. An appropriation of sixty thousand dollars was asked for, and was granted by the state legislature of 1913, providing for a connection with the Street Railway Company's tracks for freight and passenger service. The desirability of passenger service was a second thought, but its good results have been obvious: the saving of time and money for the students who have classes on both campuses, the saving of money for the University which does not have



BREAKING SOD FOR NEW TROLLEY

1916

The Gopher



HOISTING POLES FOR WIRES

to duplicate courses for the separate colleges now, and the closer union developed between the main campus and its agricultural mate.

The cars run into the campus on Fifteenth Avenue, and wye behind the Mechanic Arts Building. Attempts were made to obviate the necessity of thus cutting across the campus, but were without effect. The residents of Seventeenth Avenue opposed the entrance of the cars on that street. It was then thought possible to turn on University Avenue and Fifteenth Avenue, but this plan the city defeated. When the Street Railway Company refused to allow the turning to be made on its tracks on Fifteenth Avenue and Fourth Street, the only possible solution was seen to be the one that was finally adopted.



GRADUALLY APPROACHING THE CAMPUS

1916



TRACKS LAID: FINISHING TOUCHES BEING PUT ON

So now, where once flowers bloomed gayly and green grass sprouted, a street car with Minnesota's seal on either side thunders along, an epitome of what happens often in the larger world beyond the college portals.

The first cars were operated in November, and in this month the revenue covered the operating expenses. Yet when the December receipts were known, it was discovered that over and above the operating expenses was a net surplus of over three hundred dollars. The Board of Regents then decided to reduce the fare from the Junction to the University from three cents to two cents. From campus to campus the cash fare is five cents, but if tickets are bought, six rides may be had for twenty-five cents, or fifty rides for two dollars. The



LAYING FIRST RAILS ON CAMPUS



CARS IN OPERATION

cars leave both ends simultaneously, the first car at seven-thirty in the morning and the last at five-thirty in the evening.

The following itemized account of the total expenditures may be of interest:



THE SOUTH POLE

Total Cost

Right of Way	\$15,162.00
Adv. Bids, Blue Prints, etc.	53.70
Consolidation Proceedings	5,713.62
Freight	1,549.79
Grading, etc.	13,874.49
Material	36,577.37
Sup. and Engineering	3,989.40
Wood Tar	4,500.00
Waiting Station	600.00
Equipment Station	8,198.45
	\$82,198.82

At present, the car line is running smoothly, and has fully justified the expectations of those who sponsored it. Contrary to the general belief of those who opposed it, it has not proved an eyesore, nor has its presence in any way disturbed the equanimity of our community.

An eastbound Broadway crosstown car on 13th Avenue
NE crosses the 2nd Street NE line.





MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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